PATENT SPECIFICATION

360,516

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PROVISIONAL SPECIFICATION.

Improvements in or relating to Seats.

We, WEYMANN'S MOTOR BODIES (1925) LIMITED, a British Company, of 22, Austin Friars, London, E.C. 2, and WILLIAM RUSHTON BLACK, a British Subject, of "Burndell", Couchmore Avenue, Esher, Surrey, do hereby declare the nature of this invention to be as follows:—

This invention is for improvements in or relating to seats of the type having a framework across which are stretched flexible support bands (e.g. of webbing or leather) which serve to support a squab. These bands when weight is placed upon them sag and provide a more or less springy support. The present invention provides a seat of the type described above (e.g. for automobiles) having means to adjust the tension of the flexible support bands in order to adjust the position of the squab. Such a seat is particularly useful in vehicles e.g. for automobiles and the invention includes the application of such a seat to a vehicle.

This invention is applicable either to the seat proper or to the back rest of the seat or to both. Conveniently the support bands may be anchored at one end to one side member of the framework and at the other end to an abutment which may be drawn towards an opposed side member of the framework. The bands may be adjusted separately.

In the preferred construction each band is anchored at one end to one side member of the framework and at the other end to a tensioning device comprising a tensioning screw and a nut, one of which elements is anchored to the other side member of the framework. The band may be attached to the nut and the screw rotatably supported in a bearing in the opposed side member of the framework.

One construction in which this invention is applied to the back rest of an adjustable bucket seat for use in motor vehicles will now be described in detail by way of example.

The bucket seat, which is of normal appearance, is provided with a back rest hinged to the seat proper so that it may be swung forward. The back rest comprises a backwardly sloping framework, the two side members of which are hinged to the seat proper. At levels spaced apart along the height of the back rest two flexible support bands of webbing or leather are positioned to support a squab. Each band is firmly anchored at one end to one side member of the framework, the other end of the band being attached to a stirrup-shaped abutment which is pivoted to a nut. Two dished members are let into the outer surface of the opposed side member of the framework, one on a level with each support band. The recess in each of these dished members accommodates the knurled head of a screw, which screw passes through the frame member and engages the above mentioned nut.

It will be appreciated that by turning these two screws the tension of the support bands may be adjusted and thus the squab is forced forward in the framework of the back rest or allowed to drop back. This adjustment is independent of any adjustment to the angle of the back rest as a whole, and also of the usual sliding adjustment of the bucket seat as a whole.

Dated this 15th day of August, 1930.
BOULT, WADE & TENNANT,
111 & 112, Hatton Garden, London,
E.C. 1,
Chartered Patent Agents.

COMPLETE SPECIFICATION.

Improvements in or relating to Seats.

We, WEYMANN'S MOTOR BODIES (1925) LIMITED, a British Company, of 22, Austin Friars, London, E.C. 2, and WILLIAM RUSHTON BLACK, a British Subject, of "Burndell", Couchmore Avenue, Esher, Surrey, do hereby declare the nature of this invention and in what manner the same is to be performed, to

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be particularly described and ascertained in and by the following statement:—

This invention is for improvements in or relating to bucket seats of the type having a framework across which are stretched flexible support bands (e.g. of webbing or leather) which serve to support a squab. These bands when weight is placed upon them sag and provide a more or less springy support The present invention provides in a bucket seat (e.g. for automobiles), the combination with the seat framework, flexible support bands stretched across it and a squab supported on said bands, of external manipulating means for adjusting the tension of one or more of said bands in order to adjust the position of the squab. Such a seat is particularly useful in vehicles e.g. for automobiles and the invention includes the application of such a seat to a vehicle.

Various proposals for adjustable seats have been made. For example, it has been proposed in a deck-chair to stretch a flexible strip along each of the top and bottom cross-bars of the seat but spaced away therefrom, the flexible strips and the crossbars with which they are associated being covered by the usual canvas seating so that the body of the user is supported out of contact with the bars. Moreover, this proposal also included the provision of external manipulating means for adjusting the tension of each of the strips by anchoring one end to a block which could be drawn along the respective bar by means of a screw and wing-nut.

It has also been proposed in bedsteads, chairs and the like to provide a framework having flexible bands stretched across it to support upholstery such as a mattress the tension of the bands being adjustable by external manipulating means such as wing-nuts (and in one proposal adjustable individually).

No claim is made to these proposals, for the present invention is solely concerned with a bucket seat in which a squab is supported on flexible bands stretched across the framework.

There may be a recess sunk in the external face of a framework member adjacent to one end of each band the tension of which is adjustable, which recess accommodates the external manipulating means for that band.

This invention is applicable either to the seat proper or to the back rest of the seat or to both. Conveniently, the support bands may be anchored at one end to one side member of the frame-work and at the other end to an anchoring member which may be drawn towards an opposed side member (e.g. the recessed member) of the framework. The bands may be adjusted separately.

In the preferred construction each band is anchored at one end to one side member of the framework and at the other end to a tensioning device comprising a tensioning screw and a nut, one of which elements is anchored to the other side member of the framework. The band may be attached to the nut and the screw rotatably supported in a bearing in the opposed side member of the framework.

One construction of adjustable bucket seat according to this invention for use in motor vehicles, will now be described in detail by way of example, with reference to the accompanying drawings, in which:—

Figure 1 is a side elevation of a bucket seat;

Figure 2 is a front elevation of one of the support bands;

Figure 3 is a part section taken on the line 3—3 in Figure 2; and

Figure 4 is a detail.

Throughout this description like reference numerals indicate like parts.

The bucket seat, which is of normal appearance, is provided with a back rest 10 comprising a backwardly sloping framework and two side members 12 and 13 each of which is hinged to the seat proper 11 so that the back may be swung forward. At levels spaced apart along the height of the back rest two flexible support bands 14 of webbing or leather are positioned to support a squab (not shown). Each band is firmly anchored at one end 114 to one side member 12 of the framework; the other end 15 of the band being attached to trunnions 16 on a nut 17 (the anchoring member aforesaid). Two dished members 18 are let into the outer surface of the side member 13 of the framework, one on a level with each support band 14. The recess 19 in each of the dished members 18 accommodates the winged head 20 of a screw 21, which screw extends through the frame member 13 and engages the above mentioned nut 17. Each screw 21 is located in its dished member 18 by a spring-wire clip 22 which lies in a semi-circular groove cut in the periphery of the screw.

It will be appreciated that by turning these two screws 21 the tension of the support bands 14 may be adjusted and thus the squab is forced forward in the framework of the back rest 10 or allowed to drop back. This adjustment is independent of any adjustment to the angle of the back rest as a whole, and also of the usual sliding adjustment of the bucket seat as a whole.

In an alternative construction (which

is not illustrated) the end 15 of the band 14 is attached to a stirrup-shaped abutment which is itself pivoted to the nut 17. The screw 21 instead of being provided with wings may be provided with a knurled head.

Having now particularly described and ascertained the nature of our said invention and in what manner the same is to be performed, we declare that what we claim is:—

1. In a bucket seat (e.g. for automobiles) the combination with the seat framework, flexible support bands stretched across it and a squab supported on said bands, of external manipulating means for adjusting the tension of one or more of said bands for the purpose specified.

2. A bucket seat according to claim 1, having a recess sunk in the external face of a framework member adjacent to one end of each band the tension of which is adjustable, which recess accommodates the external manipulating means for that band.

3. A seat according to claim 1 or claim 2, wherein the support bands are anchored at one end to one side member of the framework and at the other end to an anchoring member which may be drawn towards an opposed side member (e.g. the recessed member) of the framework.

4. A seat according to any of the preceding claims having means for adjusting the bands separately.

5. A seat according to any of the preceding claims, wherein each band is anchored at one end to a side member of the framework and at the other end to a tensioning device comprising a tensioning screw and nut, of which elements one is anchored to the other side member of the frame.

6. A seat according to claim 5, wherein the nut works on a tensioning screw which is rotatable in a bearing in the opposed side member of the framework.

7. A seat substantially as described herein or substantially as shown in the accompanying drawings.

Dated this 28th day of April, 1931.

BOULT, WADE & TENNANT,
111/112, Hatton Garden, London, E.C. 1,
Chartered Patent Agents.

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Fig.4.

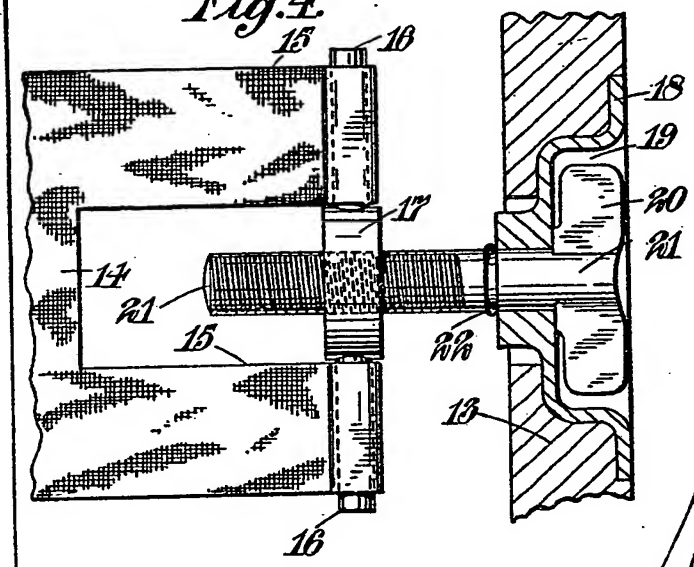


Fig.1.

Fig.2.

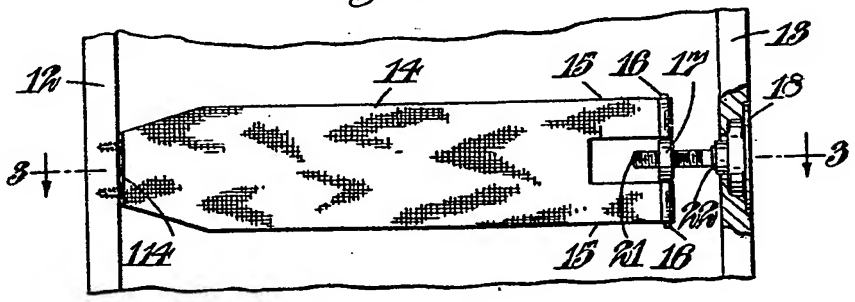
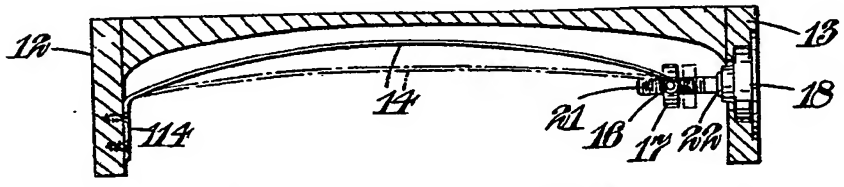


Fig.3.



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